

HOME FROM AFRICA

An Atchison Man Who Receives a \$50,000 Salary.

Charles J. Price Returns From Johannesburg This Week.

HAS A YEAR'S VACATION

Started Learning Mining Trade in the Black Hills.

A Brother Is a Mine Superintendent in Africa Also.

Atchison, Kan., May 23.—Did you ever know that Atchison has turned out a man who receives a salary of \$50,000 a year? Charles J. Price, general manager of a group of mines in Johannesburg, South Africa, will arrive at Atchison next Saturday to visit his parents, Mr. and Mrs. John Price, who live at 1023 Atchison street. He has a leave of absence of a year, and during his stay in this country will visit most of its prominent mines, including those in the Klondike. While on his vacation, his salary goes on as usual.

Charles J. Price left Atchison in 1875, when 15 years old, going to Leadville, Colo., to work in a drug store. While there, the Black Hills excitement broke out, and he accompanied a party to Deadwood, enduring many hardships. There he became a miner, and gradually worked up in his profession. His fame finally became so great that he was offered \$50,000 a year to manage a mine in South Africa. He accepted, and has been there a good many years. Now he is general manager of a number of mines owned by an English syndicate, at a salary of \$50,000 a year.

Before removing to Atchison, he lived with his parents in Doniphan. His father, John Price, was a section foreman on the old Atchison & Nebraska, and the boy Charles worked with him occasionally, on the section. He attended the common schools only, but since leaving school, has acquired a first class education. In his line, he didn't quit studying because he quit school. The family came from England originally. Charles J. Price was born in England, but some of the younger members of the family were born in this country. Mrs. Sam Stevenson is his sister; she is Miss Jennie Price. Walter Price, a brother, went to South Africa several years ago, and is now receiving a salary of \$5,000 a year, as a mine superintendent.

Is a Remarkable Hen.

Seven years ago Mrs. A. B. Gibson gave her little grandson, Donald Downing, a little white chicken. It was a cross between a White Rock and White Leghorn, and proved to be a pullet, quite because he quit school. The family came from England originally. Charles J. Price was born in England, but some of the younger members of the family were born in this country. Mrs. Sam Stevenson is his sister; she is Miss Jennie Price. Walter Price, a brother, went to South Africa several years ago, and is now receiving a salary of \$5,000 a year, as a mine superintendent.

Attempts to Sell Soap at Independence Without License.

Independence, Kan., May 23.—A young man who has been a tramp in the city was arrested by Chief of Police E. H. Cook on complaint of Charles

McAdams. The charge was selling goods without a license. The young man had a very clever scheme. He hired a half dozen small boys to distribute boxes of soap to the homes and he would collect 25 cents for the soap and demand its return. In police court he pleaded immunity from the city ordinance and had a verdict in his favor. City Attorney Bertschauer could not see it that way, however, and the young man was fined \$5 and costs for peddling without a license.

The same soap this young man was selling for 35 cents a box can be purchased at the local grocery stores for a quarter. Merchants object to paying a license to conduct their business and then have some outsider slip in and work some shrewd scheme to beat the town out of a license.

MAKING CEMENT JUNE 1.

Plant at Table Mound Ready for Business Soon.

Independence, Kan., May 23.—"We will be making cement at Table Mound June 1," said Major Thomas Mix this morning. "We set that date almost a year ago and the plant is now far completed that we can say it will be done. Work has progressed very rapidly the past six weeks. The big engines are now running smoothly and the machinery is ready for the rock. The rotaries will be ready for roasting clay today. The buildings are all under roof and the plant should be in full operation by July 1. So far we have had no trouble with the machinery. Everything has fitted nicely and the indications are that the plant will start off without a hitch."

REVOKED PERMITS.

Two Chanute Druggists Must Quit Selling Liquor.

Chanute, Kan., May 23.—Probate Judge Jeffrey created a sensation in drug store circles by revoking two Chanute permits held by Edgar Owens and C. C. Parsons. The action was taken about 9 o'clock in the evening. Judge Jeffrey came up from Erie on the evening train and at 10 o'clock he visited a number of the drug stores of the city, going back of the prescription cases in a number of instances.

In an interview with a reporter he stated that the permits were annulled because of irregularities. By personal inspection, he stated, he was convinced the holders of the permits had been acting without due regard to the spirit of the law, under which permits were issued.

Teachers' Institute at Girard.

Girard, Kan., May 23.—The special preparatory teachers' institute has opened here. It will continue for four weeks and is preparatory to the county normal institute to open in Pittsburg in June. The special institute is in charge of County Superintendent Taylor, assisted by J. L. Hutchinson, principal of the Frontenac schools and H. W. Shideler, superintendent of the Girard schools.

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RAILROAD NEWS.

Shouts' Line Insists on Blocking Adjustment of Rates.

Clover Leaf Officials Refuse Not to Absorb Marine Insurance.

COMPETITION IS MET.

Alton Files a New Schedule and Other Roads Will Do So.

Gossip and Matters of Interest in Railroad Circles.

Negotiations looking toward the abolishment of the practice of absorbing the marine insurance on lake and rail shipments from St. Louis and Kansas City to the east have been blocked by the Clover Leaf railroad, of which Theodore P. Shonts, chairman of the isthmian canal commission, is president.

At a meeting of the officials of various western railroads interested in the traffic, which was held in Chicago recently, all of the roads agreed to stop absorbing the insurance except the Clover Leaf, which maintained that it would make no change in its practice. Its officials maintained that they were acting legally and that they could not be expected to do anything which would interfere with the earnings of the road.

Even the Wabash, which was accused jointly with the Clover Leaf of absorbing the insurance or keeping up traffic arrangements by which the insurance was absorbed, agreed to cease the practice on east bound shipments if the other lines would do likewise. The refusal of the Clover Leaf, however, resulted in the Wabash adhering to its practice.

As a result of the determination of the Clover Leaf and the Wabash to continue absorbing the insurance on east bound shipments, the Alton has issued a tariff which takes care of the insurance on east bound shipments by way of Chicago. Other roads are expected to take similar action, and the local port will have full protection on shipments for the east at the expense of the railroads.

But on the west bound business the western railroads are helpless, unless some one can discover a plan by which the advantage of free insurance by way of Detroit or Toledo can be counterbalanced. All freight from the east is moved on tariffs issued by the eastern trunk line committee, and it is not within the power of the western roads to amend these tariffs. The tariffs in question make no mention of insurance, and so far no official has been able to find a way of solving the puzzle. The only hope appears to lie in getting the Clover Leaf and the Wabash to change their attitude, but the stubbornness of the Shonts and the display in the conference over the east bound business makes the prospects rather dreary.

The explanation that the Clover Leaf and the Wabash were not guilty of any violations of the law in taking care of the insurance was reiterated in railroad circles yesterday. The claim was made that the insurance is covered by the "blanket" policy of the Detroit and Buffalo steamship line and the Cleveland and Buffalo line, which, in conjunction with the White Star line, makes connections for Toledo. But the existence of this "blanket" policy is disputed by some railroad men, who declare that both the steamship and the Wabash officials have declared that there is no insurance on consignments unless specially arranged for and paid for by the shipper himself.

CRISIS OF GIRLHOOD

A TIME OF PAIN AND PERIL

Miss Emma Cole Says that Lydia E. Pinkham's Vegetable Compound has Saved Her Life and Made Her Well.

How many lives of beautiful young girls have been sacrificed just as they were ripening into womanhood! How many irregularities or displacements have been developed at this important period, resulting in years of suffering!



A mother should come to her child's aid at this critical time and remember that Lydia E. Pinkham's Vegetable Compound will prepare the system for the coming change and start this trying period in a young girl's life without pain or irregularities.

Miss Emma Cole of Tullahoma, Tenn., writes:

"I want to tell you that I am enjoying better health than I have for years, and I owe it all to Lydia E. Pinkham's Vegetable Compound."

"When fourteen years of age I suffered almost constant pain, and for two or three years I had soreness and pain in my side, back, and head, and was very nervous, and doctors all failed to help me."

"Lydia E. Pinkham's Vegetable Compound was recommended, and after taking it my back began to improve rapidly, and I think it saved my life. I intensely hope my experience will be a help to other girls who are passing from girlhood to womanhood. I know your Compound will do as much for them."

"If you know of any young girl who is sick and needs motherly advice ask her to write Mrs. Pinkham, Lynn, Mass., and she will receive free advice which will put her on the right road to a strong, healthy and happy womanhood."

"Lydia E. Pinkham is daughter-in-law of Lydia E. Pinkham, and for twenty-five years has been advising sick women free of charge."

MERRY RAILROAD WAR ON.

Community of Interest Idea is a Thing of the Past.

If current reports can be relied upon the community of interest idea, which has obtained between the trunk lines and the southern roads for many years past, is about to receive a rude jar which may result in its entire dissolution.

About ten days ago it was announced that the New York Central lines had made arrangements, through the organization of through fast dispatch lines, for becoming an active competitor of the New Orleans, Mobile & Ohio. It is declared the Southern railway has decided to lay siege to northern territory by the purchase of the Chicago, Cincinnati & Louisville, which for a short time was part of the now defunct Great Central route. By this means it will obtain an entrance into the central west and Chicago. It is proposed to make the Chicago, Cincinnati & Louisville part of the Queen & Crescent system, which, in turn, is owned by the Southern railway. This is the occupation of each other's territory to end there. The Pennsylvania, through its practical ownership of the Baltimore & Ohio, is to build a link from Kenosha, Wis., to Norton, Va., a distance of 230 miles, and thus provide itself with a good southern outlet. The construction of this line would give the Pennsylvania a line through a rich but wholly undeveloped coal and timber region. It also would give Pittsburgh a direct outlet to Atlanta, Pensacola and New Orleans. Finally, there would be furnished, through the Pennsylvania's interest in the Norfolk & Western direct connection between the southern points named and New York and Pennsylvania. Connection with such terminals on the great waterways of the Pennsylvania a long haul on material from the Pittsburgh district for the Panama canal. It also would furnish the road with a very profitable condition, when the canal is ready to do business.

This aggressive action on the part of the Pennsylvania is said to be in the nature of a warning on the Southern railway for opening traffic offices in Pittsburgh and arranging for traffic there independently, instead of concentrating the same through the Pennsylvania's stronghold. Now it must take its punishment by the wholesale invasion of its territory.

Our files contain thousands of testimonials which Dr. Hartman has received from grateful patients who have been restored to health by his remedy, Peruna.

Revised Formula.

"For a number of years requests have come to me from a multitude of grateful friends, urging that Peruna be given a slight laxative quality. I have been experimenting with a laxative addition for quite a length of time, and I feel gratified to announce that the friends of Peruna that I have incorporated such a quality in the medicine which, in my opinion, can only enhance its well known beneficial character."

"S. B. HARTMAN, M. D."

mountain or mineral lands. Both the Chicago, Burlington & Quincy and the Northwestern roads are constructing lines into the reservation as rapidly as possible.

SANTA FE TO NEW ORLEANS.

Plans to Extend Lines in South Texas Through Louisiana.

Galveston, Tex., May 23.—The Santa Fe has entered the fight with the Southern Pacific and the Frisco interests for supremacy in the coast country of Texas. Plans have been perfected for an extension of the Santa Fe line from El Paso to El Campo and almost paralleling the Southern Pacific branch to Victoria, and cutting through a rich section just opened up by the St. Louis, Brownsville & Mexico. It is believed the Victoria line will be extended beyond that point, but it is not known in what direction. Another extension into heretofore exclusive Southern Pacific territory is the Santa Fe's entrance into New Orleans. From the eastern terminal of its Shreveport branch, the Santa Fe structure into Louisiana, a line will be built into New Orleans, and the route for this road has been selected following closely the direct line of the Southern Pacific.

NOT TO BUILD IN MEXICO.

Fullman Company Gives Up Plan to Have Own Shop There.

City of Mexico, May 23.—Through the intervention of a contractor who had entered into the Mexican Car and Foundry company with the Pullman company the latter has secured a place in which Mexican equipment can be designed and overhauled. The Pullman company took up the proposition some time ago and for a time it was believed that the company would build a small repair shop in this city. The contract with the car and foundry company will make this unnecessary.

The Pullman company now operates cars on almost every railroad line in the republic, both narrow and standard gauge. The company's many cars in the republic are from time to time in accidents, wrecks and other need, many repairs are needed. In the past it has been necessary whenever the damage was considerable to send the car to the United States for repairs. With the new arrangement it will be possible to get the cars back into the service in much less time than before.

The Mexican Car and Foundry company will do the repair and overhaul work for the company and will inspect all of the Pullman equipment that comes to Mexico.

TO OPEN SHOSHONE IN JULY.

Chicago, May 23.—Information has been received by the Burlington passenger department to the effect that the government will open registration offices for the Shoshone Indian reservation on July 15. Registration will continue for about two weeks, and the drawings will occur some time late in July or at the latest by August 1.

C. F. Robertson, mayor of Worland, Wyo., was in Chicago yesterday, having returned from Washington, where he visited the general land department of the government. He learned that the president's proclamation regarding the opening of the reservation would come a few days, and that the designated Worland and Cheyenne, Shoshone and Lander as the four places of registration. Worland and Thermopolis are at the northern corner of the reservation, but are not in it. Lander is south of the reservation, near its southeastern corner, while Shoshone is in the southern portion of the reservation.

There are approximately 1,150,000 acres of land to be opened for settlement, but only about 400,000 acres of this are good agricultural lands. The remainder are grazing land and

MRS. EMMA FLEISSNER

Suffered Over Two Years—Health Was in a Precarious Condition—Cured by Pelvic Catarrh.



HEALTH AND STRENGTH RESTORED BY PE-RU-NA.

Mrs. Emma Fleissner, 1412 Sixth Ave., Seattle, Wash., Worthy Treasurer Sons of Temperance, writes:

"I suffered over two years with irregular and painful periods. My health was in a very precarious condition, and I was anxious to find something to restore my health and strength."

"I was very glad to try Peruna and delighted to find that it was doing me good. I continued to use it a little over three months and found my troubles removed."

"I consider it a splendid medicine and shall never be without it, taking a dose occasionally when I feel run down and tired."

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CASTORIA.

The Kind You Have Always Bought

Bears the Signature of

CASTORIA.

The Kind You Have Always Bought

Food Authority

A Famous English Physician (who requests that his name be withheld from publication) says of

Grape-Nuts

"In cases of slow digestion, lack of stomach tone, and debility, this food is invaluable."

NOW FOR THE REASON:

The great bulk of human food is starch in some form—bread, pastry, potatoes, rice, cereals (such as oats) wheat, rye, barley, etc.

This class of food supplies "energy" if it be properly digested, but there's the rub. Starch and sugar in food are digested by the liver and intestines. When these organs are overworked or become weak, then the food is not entirely digested and lies in the warm moisture of the stomach until it decays, producing gas, and therefore disturbance and incipient disease of the liver and intestines and frequently appendicitis.

To meet this trouble Grape-Nuts food was invented. In it, the starch part of wheat and barely is transformed by long soaking, warmth, and time, into sugar—just the same method as the body employs in digestion. Hence when one eats Grape-Nuts he eats a predigested food, ready for immediate digestion and assimilation, supplying the body with the needed food elements in a soluble and delicious form.

THE LONDON "LANCET" SAYS:

"The features worthy of note in our analysis are the excellent proportion of protein, mineral matters, and soluble carbohydrates per cent. The mineral matter was rich in phosphoric acid. 'Grape-Nuts' is described as a brain and nerve food, whatever that may mean. Our analysis, as our tests show that it is a nutritive of a high order, since it contains the constituents of a complete food in very satisfactory and rich proportion and in an easily assimilable state."

The food is naturally pre-digested by heat, moisture, and time. The diastase is thus produced and the transformation of starch into sugar accomplished.

A perfect food for persons with weak intestinal digestion and who need, but cannot fully digest ordinary bread and starchy food.

For athletes, brain-workers, or the weakest babe.

(For infants, pour hot water over three or four teaspoonfuls of the food, food dissolved in it.)

Use that water with a trifle of the

DR. FED HIMSELF

Found the Food That Saved His Life.

A good old family physician with a lifetime experience in saving people finally found himself sick unto death.

Medicines failed, and—but let him tell his own